





## Mails.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMALIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
OCEANIC, Capt. J. L. PARRITT, R.N.R., with  
H.M. Majesty's Mail, will be despatched from  
this for LONDON via HONGKONG and  
SUEZ CANAL, on WEDNESDAY, 29th  
January, 1890, at Noon.

Cargo will be received on board until 4  
p.m. Passengers and Special (Gold) at the Office  
until 4 p.m. on the day before sailing.  
Silk and Valuables for Europe will be  
transhipped at Colombo; Tea and General  
Cargo for London will be conveyed via  
Bombay without transhipment, arriving one  
week later than by the ordinary direct  
route via Colombo.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.  
Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

This Steamer takes Cargo and Passengers  
for MANCHESTER.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, January 13, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA  
will be despatched for San Francisco,  
via Yokohama, on THURSDAY, the 30th  
January, at 1 p.m., taking Passengers and  
Freight for Japan, the United States, and  
Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Central and  
South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To San Francisco ..... \$225.00  
To San Francisco and return, ..... 393.75  
available for 6 months.

To Liverpool ..... 325.00  
To London ..... 330.00  
To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
marking at San Francisco for China or  
Japan (en route) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Pass-  
engers will be received at the Office until  
4 p.m. on the day before sailing. All Pass-  
engers should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 54, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, January 9, 1890.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 5th February,  
1890, at Noon, the Company's S.S.  
ARADUDDY, Commandant BRETZ,  
with MALES, PASSENGERS, SPECIMEN  
AND CARGO, will leave this Port for the  
above places.

Cargo and Specimen will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Specimen and Passengers until 3 p.m.  
on the 4th February, 1890. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.) Contents and  
value of Packages are required.

For further particulars, apply at the  
Company's Office.

C. D. HARMAN,  
Agent.

Hongkong, January 22, 1890.

## Mails.

CANADIAN PACIFIC STEAMSHIP  
COMPANY.  
TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA,  
3,651 Tons Register, L.R., Com-  
mander, will be despatched for VAN-  
COUVER, B.C. and INLAND SEA-  
PORTS, on THURSDAY, the 29th  
January, at Noon.

To be followed by the S.S. PAITHIA,  
on the 6th March, and S.S. BATAVIA,  
on the 3rd April.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
Steamers, by the regular Steamers of the  
CANADIAN PACIFIC STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To Vancouver & Victoria, (Mer.) \$210.00  
To Montreal, New York, &c. 230.00  
To Liverpool ..... 330.00  
To London ..... 330.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until 4  
p.m. on the 5th February.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, January 9, 1890.

Accidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship BELLO will be  
despatched for San Francisco, via  
Yokohama, on THURSDAY, the 13th  
February, at 1 p.m.

Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
Ports.

All Parcels should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fare granted as follows:—  
To San Francisco ..... \$225.00  
To San Francisco and return, ..... 393.75  
available for 6 months.

To Liverpool ..... 325.00  
To London ..... 330.00  
To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
marking at San Francisco for China or  
Japan (en route) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Pass-  
engers will be received at the Office until  
4 p.m. on the day before sailing. All Pass-  
engers should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 54, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, January 18, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,

BREMEN & HAMBURG,

PORTS IN THE LEVANTE, BLACK  
SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOOGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 16th day of February,  
1890, at 4 p.m., the Company's S.S.  
BRUNSWICK, Capt. A. Meyer, with  
MALES, PASSENGERS, SPECIMEN  
AND CARGO, will leave this Port as above,  
calling at Genoa.

Shipping Orders will be granted till  
Noon. Cargo will be received on board  
until 4 p.m. Specimen and Passengers until 3  
p.m. on the 16th February. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.) Contents and  
value of Packages are required.

For further Particulars, apply to  
MEYER & Co.,  
Agents.

Hongkong, January 22, 1890.

SAILOR'S HOME.

ANY Cost of Clothing, Books, or  
Furnishings will be liberally received  
at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

## Intimations.

NOTICE.  
HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are  
respectfully informed that, if upon  
their arrival in this Harbour, NONE of  
the Company's ROBERTS should be at  
hand, Orders for REPAIRS if sent to the  
Head Office, No. 14, Praya Central, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

D. GILLIES,  
Secretary.

Hongkong, August 25, 1889.

COLLEGE OF MEDICINE FOR  
CHINESE.

RESIDENTS in the Colony would  
be materially aided by the SENATE of the  
COLLEGE by forwarding to the ALICE  
MEMORIAL HOSPITAL.

(1). Glass Jars (for museum purposes).  
(2). Illustrated Papers and Books for the  
Student's Reading Room and Library.  
Address to  
JAMES CANTLEY,  
Hon. Sec. to the College.  
Hongkong, August 7, 1888.

JUST PUBLISHED—Price, 50 Cents.

MISSION ETRANGERS:

History of the Churches of India,  
Burmah, Siam, China, Japan,  
&c., &c., &c.

TRANSLATED BY  
E. H. PARKER, Esq.,  
H.B.M.'s Consul Service.

To be had of Messrs. LANE, CRAWFORD  
& Co.; Messrs. KELLY & WALES (Ld.); and  
Mr. W. B. WEBB; and at the China Mail  
Office.

Hongkong, November 6, 1889.

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NOW ON SALE.

INDEX

TO THE

CHINA REVIEW

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF ACTIONS REVIEWED.

PRICE, ..... 50 CENTS.

To be had at the China Mail Office,  
Messrs. KELLY & WALES, Messrs. LANE,  
CRAWFORD & Co., Hongkong; and Messrs.  
KELLY & WALES, Shanghai.

Our Jobbing Department

HAVING JUST BEEN REPLENISHED

with a large assortment of the latest

EUROPEAN and AMERICAN NOVELTIES,

we are prepared to execute orders for

ANY WORK with neatness and dispatch,  
and at very moderate rates.

CHINA MAIL OFFICE.

A RAMBLE THROUGH SOUTHERN

FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted  
from the China Review, contains one of  
the best Sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are  
included in the pamphlet.

May be had—Price, \$1.—at Messrs. LANE,  
CRAWFORD & Co.'s, and Messrs. KELLY &  
WALES, LIMITED, Hongkong; also, Mr. N.  
MOULLE, Amoy.

NOW READY.

PRICE, \$1.00.

Can be obtained from KELLY & WALES  
at Shanghai, Hongkong, and at LANE,  
CRAWFORD & Co., Hongkong, and at the  
China Mail Office.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

ALFACA, British ship, Capt. R. McGrath

—Butterfield & Swire.

BELLE OF ORANGE, Amer. barque, Capt.

E. Matthews.—Order.

GEORGETTA, American barque, Captain

Francis Kuster.—Gillies & Co.

GREAT ADMIRAL, American ship, Captain

James R. Rowell.—Melchers & Co.

IMPERIAL, American ship, Captain J. E.

Crosby.—Russell & Co.

LILLIE BAKER, American barque, Capt.

Jas. W. Carly.—Master.

SAM MENDEL, British barque, Capt. D.

Gower.—Captain.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE KWONG KWAN YEEN CHAL-  
LENGE CUPS.—Value \$200 and  
\$100 respectively. Also TWO CONSOLA-  
TION CUPS, value \$100 each.

The 2nd Stage of the Fifth COMPETI-  
TION will take place TO-MORROW, the  
26th Instant, at 2.15 p.m., commencing at  
9.00 Yards.

A Lanche will leave the P. & O. Wharf  
at 2 p.m., to take over intending Competi-  
tors.

A SHELTON HOOPER,  
Hon. Secretary,  
c/o Hongkong Club.

Hongkong, January 24, 1890.

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THE GIBB LINE OF STEAMERS.

FOR QUEENSLAND PORTS, SYDNEY  
AND MELBOURNE.

(Taking through Cargo for ADELAIDE,  
TASMANIA AND NEW ZEALAND.)

The British Steamship  
SIBRA, Capt. ROYCE, will be  
despatched at about 10  
MORROW, the 26th Instant, at 4 p.m.

The Steamer has superior Accommoda-  
tion for First-class Passengers.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Managers.

Hongkong, January 24, 1890.

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## Business Notices.

HONGKONG TRADING  
COMPANY, LIMITED.

(LIMITED LIABILITY & HOLDING COMPANY, LIMITED.)

CONTINUANCE OF

GREAT CLEARANCE SALE.

On MONDAY NEXT,

And following Days, we will make a

Special Show of

HOUSEHOLD LINENS of every description, BLANKETS, QUILTS, &c.,

all greatly reduced.

Just to hand and included in the above Sale,

A splendid Assortment of LAINES and CHILDREN'S NEW BOOTS and SHOES

in all the most fashionable shapes.

HONGKONG TRADING Co., Ltd.

Hongkong, January 18, 1890.

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To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR HAYRE, LONDON, HAMBURG  
AND ANTWERP.

The Steamship  
Debutante, Captain VIVIAN, will be  
Row, the 25th Instant, at Daylight.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, January 24, 1890.

2460

DAKIN BROS. OF CHINA,  
LIMITED.

CHEMISTS.

DAKIN BROTHERS'

TONIC SPICE

on

CONDITION POWDER FOR

HORSES.

A Course of the Tonic Spice strengthens  
the digestive organs,  
fortifies the constitution, and invariably re-  
stores the healthy functions of the organs.

FOR HORSES IN TRAINING FOR  
RACING the Tonic Spice is of essential  
value, for by its use a great saving of time  
is effected in producing that frames of  
muscle necessary for the great exertions  
required on the racetrack.

FOR GRIFPINS OR NEWLY IM-  
PORTED HORSES a month's course of  
the Tonic Spice will bring about as much  
improvement as could be done in three  
months.

Sold in Tins at \$1. and in larger Tins,  
four times the quantity, at \$3.

DAKIN BROTHERS'

CONDITION, COUGH,

DIVERTIC, TONIC and WORM BALLS

in

QUANTITIES AS REQUIRED.

Telephone No. 604.

Nos. 22 & 24, QUEEN'S ROAD

CENTRAL.

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SHIPPING.

ARRIVALS.

January 24, 1890:—

Yongtze, German steamer, 814, C. N.  
Toungning, Wuha January 18, Rice—  
Stammers & Co.

Ellis, British steamer, 1,407, Winthrop  
Ellis, Australia December 30, Coal and  
General.—Russell & Co.

China, German steamer, 1,093, P. Haye,  
Bangkok January 15, Tons 8 Kk.

Nierstein, German steamer, 731, H. Friedrichs,  
Saigon January 15, Bie.—Melchers & Co.

Donohue, Dutch steamer, 1,164, P.  
Donohue, Batavia January 6, and Singapore  
11, General.—JAHNKE, MATTHEWS & Co.

Vorwarts, German steamer, 612, J. Bruhn,  
Nagasaki January 13, Coal.—E. SCHNE-  
HASS & Co.

Bills of Lading, American barque, 1,110,  
Ed



Tan Bap of the A. & S. Highlanders will play the following programme at the Regatta to-morrow afternoon, commencing at 3.30 p.m.:

March..... "Arm in Arm".....Brookhurst.  
Tango..... "Tender".....Brookhurst.  
Selection..... "Reminiscences".....Godfrey.  
Gavotte..... "Le Bijou".....Kotbaum.  
Galop..... "Immortal Fidelity".....Zikoff.

We learn, from a conversation with M. Viszavona, Acting Consul for France at Hongkong, that the Tonkin Government are desirous of passing Chinese mandarins wishing to travel via Tonkin to reach Yunnan or Kwangsi, that no obstacle will be put in their way by the French authorities. Chinese officials have often been deterred from taking this route, dreading that their baggage would be ransacked by the Customs officials and that they would be subjected to annoying formalities. The French officials in the interior of Tonkin, and particularly the customs officers, have now received definite instructions that they are not to search the persons nor the baggage of Chinese mandarins, who may now pass freely through the country without incurring any obstruction from the administration.

The Sydney Mail of 24th Dec. says:—The Chinese steamers continue to take numbers of Chinamen back to their native land. On Saturday the E. and A. Company's steamer *Tennadine*, which left here for Hongkong, had on board 800 Chinamen from Melbourne and 74 from Sydney, making a total of 874. Of these the majority were elderly men who had spent some years in this country, and were, as far as could be made out, homeward bound, with no idea of seeking these shores again. The *Tennadine*, besides a miscellaneous cargo, took away 250 bales of wool, and she had 17 boxes of sovereigns on board, valued at £20,941. The export of wool to Japan is increasing in the case of the *Memur*, which cleared from Melbourne the other day. The *Memur* had 600 bales on board. Ever since the Japanese have taken to the manufacture of flannel and other woollen fabrics the shipment of wool hence to Japan has been steadily increasing.

The following is from the *Sydney Mail* of 24th Dec. The *Loong Shan*, tea steamer, in King-street, the proprietors of which are Messrs Quong Tat and Co., was opened on Saturday. Electric light has been fully installed, and appliances have been fitted up for grilling steaks, &c. The main rooms have been decorated with carvings, ferns, rockeries, aquariums, mirrors, &c. On Saturday afternoon His Excellency the Governor visited the establishment. Lord Carrington, who was received by the Mayor-elect (Alderman Sydney Burdick), commented Mr. Tan on the enterprise of his firm, and expressed a sincere hope that it would be rewarded. In the evening the opening of the establishment was celebrated by a tea-party, at which there were between 150 and 200 guests. The gathering took place in the banquet hall, which had been rendered very gay with Chinese and Japanese flags, banners, and lanterns. The chair was occupied by Sir John Robertson. "The Queen," "The Governor," and "The Parliament" having been honored. The toast of "Success to the enterprise of Mr. Quong Tat" was submitted by the chairman. The toast having been drunk with much enthusiasm, Mr. Tan responded. He said he felt extremely gratified at seeing so many of his friends around him. He said that the company for the tea party had done him. The toast of "The Ladies," "The Press," and "The Chairman" having been honored, the proceedings terminated.

#### MURDEROUS ASSAULT ON BOARD THE FUSHIKI MARU.

About one o'clock yesterday afternoon a disturbance occurred on board the Japanese steamer *Fushiki Maru*, in the course of which a Chinese coolie was mortally stabbed by a Japanese sailor, and three other Chinese coolies were severely wounded by certain members of the Japanese crew. It appears that a quarrel arose between the Japanese and the Chinese about the hoisting of boards from the hatch. One sailor was particularly violent against the Chinese, and was ordered into the fore-cabin by the third officer. After the latter had gone away, however, this sailor came out again and the quarrel recommenced. Others followed about a dozen in number, and the scene with blows and wooden canes, which they used freely upon the Chinese coolies. The chief disturbance drew a knife, opened it with his teeth, and, although it would seem that one of his companions tried to dissuade him from using it, he plunged it into the side of one of the Chinese coolies, inflicting a deep wound, which it is feared will prove fatal. The other coolies received severe scalp wounds and had afterwards to be taken to the Civil Hospital. The disturbance was finally quelled and the Police arrested several of the crew. One is charged with stabbing, three with assaults and the rest with aiding and abetting in the assault. The evidence of the 3rd officer, who saw the commencement of the row, and of several Chinese coolies who were with the fore-workmen stabbed, was taken at the Police Court to-day. The Chinese do not appear to have offered very much resistance. One of the officers said they offered no resistance. This case was adjourned till to-morrow.

#### THE INTERPORT RETURN CRICKET MATCH.

The return match, Hongkong v. Straits Settlements, was commenced on the Cricket Ground to-day. The interval of dry weather had considerably improved the wicket, and the conditions were altogether more satisfactory than on either of the preceding two days. The Straits Captain, having won the toss, elected to bat first, and the general wish was that they might have better luck than in the previous match. Two changes were made in the Hongkong Team, Capt. Davidson taking the place of E. M. Blair and Hutchinson being substituted for J. B. Bell. Hutchinson, the Captain of the Straits Team, played excellent cricket for his score of 42, but none of the other members of the team made much of a stand. Six of their wickets were taken by E. J. Coxon and five by E. W. Maitland.

Hornby and Higginbotham went first to bat. The first run was got by the Straits Captain for the fourth ball of E. J. Coxon's first over, and with the fourth ball from

Lovach at the other end he got a three.

In the next over, Higginbotham gave an easy catch and was held by a coolie who was acting temporarily as a sub. (5-1-0.) J. G. Stewart then joined Hornby and with his second ball from Coxon made a fine hit to leg, which looked like a three but being smartly fielded by Davidson only added one to the score. The same batsman shortly afterwards scored a three off Lovach. With the second ball of the next over, however, he was smartly held by Davidson (15-2-4). Birch then went in, and his first contribution was a five off Coxon, which he immediately afterwards followed up by another off Lovach; Hornby getting a double in the same over. Birch soon afterwards gave a somewhat difficult catch, which was not taken advantage of. Runs continued to come pretty freely in doubles and singles, and it became evident that the visitors were not going to repeat the success of their first innings in the previous match. Birch, however, made a much shorter stay at the wicket than on the former occasion and contributed a good deal less to the score, being clean bowled by Maitland (who had relieved Lovach at the City Hall end) when eleven had been put to his credit (3-3-11). Fox, who followed, was quickly disposed of, being caught and bowled by Coxon before scoring. Talbot, the next man, had a very little longer life than his predecessor, when he was caught by Miller off Coxon (4-5-1-1). Latchford, who next joined the Straits Captain, commenced hopefully with a three. Soon afterwards Hornby gave a very easy catch but he himself was not out. E. W. Maitland then came in, and he was bowled by Coxon (4-5-1-1). Latchford, who next joined the Straits Captain, commenced hopefully with a three. Soon afterwards Hornby gave a very easy catch but he himself was not out. E. W. Maitland then came in, and he was bowled by Coxon (4-5-1-1). Latchford, who next joined the Straits Captain, commenced hopefully with a three. Soon afterwards Hornby gave a very easy catch but he himself was not out. E. W. Maitland then came in, and he was bowled by Coxon (4-5-1-1).

The first trial of strength on the water between Hongkong and Singapore took place this afternoon.

The first race was the Interport Four-prize, a Cup presented by Mr E. B. Ballios, for which the following teams entered:

Victoria.	
Stroke, ..	E. J. Nathan, .. 10. 9.
No. 3, ..	H. Tregarthen, .. 11. 11.
No. 2, ..	R. F. Bellios, .. 11. 4.
Bow, ..	Dr. H. E. Smith, .. 10. 9.
Cox, ..	G. A. Oldwell, ..

Hongkong.	
Stroke, ..	G. A. Brantwell, .. 12. 12.
No. 3, ..	D. Henderson, .. 11. 5.
No. 2, ..	A. G. Stephens, .. 11. 0.
Bow, ..	R. Boyd, ..

Hongkong was the favourite and the result coincided with the general opinion. A very good start was made, and for a short time both boats kept together. Singapore had the outside course, where the water was somewhat rougher than in the inside course. They rowed well for a short time, but soon showed that they were not much used to choppy water. Before reaching the rock, which a quarter of the course had not been covered, they had fallen to the rear, and were showing signs of weakness. The stroke in particular seemed somewhat unsteady. The Hongkong crew, who were pulling very steadily and very evenly, gradually increased the lead, and half way they were four lengths ahead. It was evident now that they had an easy victory, for although the Singaporeans made a good start towards the close they were not showing nearly so good form as their rivals. The Hongkong boat lost a length, not from the flag-ship, by a little crooked steering, but they were too far ahead for their position to be imperilled. They came in three lengths in front of the Singaporeans. Time, 7.20.

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Singapore.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	D. Kennedy, .. 12. 12.
No. 3, ..	A. G. Stephens, .. 11. 0.
No. 2, ..	D. Henderson, .. 11. 5.
Bow, ..	H. E. Smith, .. 10. 9.
Cox, ..	R. Boyd, ..

Hongkong.	
Stroke, ..	H. Skitt, .. 11. 8.
No. 3, ..	A. Denison, .. 10. 10.
No. 2, ..	G. L. Duncan, .. 10. 10.
Bow, ..	C. H. Thompson, .. 10. 5.
Cox, ..	H. Sampson, ..

Straits Forces.	
Stroke, ..	E. F. Edwards, .. 13. 7.
No. 3, ..	G. H. Potts, .. 11. 11.
No. 2, ..	J. M. Laing, .. 11. 5.
Bow, ..	H. G. Young, .. 10. 4.
Cox, ..	G. A. Caldwell, ..

This race was also somewhat of a procession. The start was not quite so good as on the last occasion. *Thistle* had the advantage and *Rose* was never lost behind the others. *Thistle* never lost the lead obtained at the start, although occasionally *Korumbie* came very close up. The leading boat took a rather zigzag course, and it had not been that the crew were so much stronger than their rivals as might finally have been passed. *Friedrichs* and his crew, in *Rose*, were pulling very well together and in good form, but their speed was not fast enough, and although they made up a little before the finish they were still within two lengths of the other two boats. Opposite the wharves *Thistle* was fully a length in front of *Korumbie*, and won by that distance. Time, 7.37.

Thistle.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Korumbie.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Rose.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

(Cap presented by The Hon. J. J. Kewick.)

Singapore.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

This was the closest and most exciting race of the day. Tregarthen had the inner course, and came first to the front. The water was very rough, and he, being a heavy man, with a somewhat heavier boat, had some advantage over the others. Opposite the rock, a little distance from the pier, he was about two lengths in front, and thinking he would have a straighter course outside he crossed and held well on from the land. Shepherds, on the other hand, made to the land and hugged it nearly all the way. By doing this he lost at first considerable ground, and it seemed as if the Singaporeans would have an easy victory. But Shepherds, by keeping close to the land, although he had not a very even course, got into comparatively smooth water, and, when about four hundred yards from the flag-ship, he sprang and made up rapidly on Tregarthen. The latter was in pretty choppy water, and although pulling hard, was not making much speed. As the goal was nearer the boats came nearer and

paired with Birch and at gunfire they remained together.

STRAITS TEAM—1st INNING.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Hongkong.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

Straits Forces.	
Stroke, ..	1
No. 3, ..	2
No. 2, ..	3
Bow, ..	4
Cox, ..	5

to land concerning the pugilistic encounter which took place on Monday morning at Brugers, in Belgium, between F. P. Slavin, the Australian, and J. Smith, the English heavy-weight boxer, and in which Slavin was ill-used by an organised mob of roughs.

It appears that a well-known sporting man in London engaged the roughs for Slavin's party, and every time Slavin forced Smith into the Englishman's corner the roughs maltreated the Australian. This occurred several rounds before the last. It was known in London before the fight came off that it was intended to maltreat Slavin if he was likely to prove victorious. He was relatively unimpaired by Smith. It is thought that Slavin was struck with "knock-downers" when Smith sank down in his corner.

#### AUSTRALIAN AND AMERICAN TELEGRAMS.

##### THE DIFFICULTY WITH PORTUGAL.

London, Dec. 27.—Four ironclads of the British Mediterranean squadron stationed at Malta received instructions to proceed to Lisbon.

Dec. 28.—It is reported that an American squadron has been ordered to Lisbon to enforce the claims of Mr. Miamuro, the contractor for the line of railway from Delagoa Bay to the interior.

London, Dec. 27.—The negotiations for the adjustment of the difficulty with Portugal have assumed a new and important phase. In consequence of the unsatisfactory nature of the explanation offered by the Portuguese Government and the evident disinclination of the nation to redress the injury of the British, the British Government has issued orders to four warships stationed at Malta to proceed at once to the vicinity of Lisbon, the capital of Portugal.

London, Dec. 27.—News has reached here to the effect that Mr. E. H. Johnston, the British Consul at South East Africa, is sending a telegram to the British Government on behalf of Great Britain on the shores of Lake Tanganyika.

London, Dec. 27.—According to a telegram received in Lisbon from South-east Africa, Major Ser



SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM

Passenger's Name.	Flag & Rig.	Destination
Soochow	Brit. str.	
Yikeang	Brit. str.	

AMOY.  
In port on January 12, 1892

• MERCHANT STEAMERS.

**DIAMANTE**      **BRITISH**  
**MERCHANT SAILING VESSEL.**

Anglo Indian	Brit.	bqe.
Archos	Brit.	bqe.

Oygnel	Brit.	bqe.
Else	Ger.	bg.

Johanna Kremer Ger. sch.

Walter Siegfried Brit, bqs.

FOOCHOW.  
In part on January 8, 1890

MERCHANT STEAMERS.

Hae-shin	Chinese	Hankow
Tungchow	British	

Cane City      Brit.   bge.

Orient Gar. bge.

SHANGHAI.  
In port on January 10, 189

MERCHANT STEAMERS,  
 Registered German

Bayern	German	
Cass	Chinese	Hank
China	Chinese	

Chiyuen	Chinese
Feilung	British

Feima	British
Fuyew	Chinese

Fungshun	Chinese
Hasan	Chinese

Hae-shin • Chinese  
British

Holhow	British
Hsin-cheng	British

Kaisow	British
Kiang-foo	Chinese

## Foreign Man-of-war on the China and Japan Station

Remarks.		Waters	
		Siegrfried Brit. bge.	
<b>FOOCHOW.</b>			
In port on January 8, 1890.			
<b>MERCHANT STEAMERS.</b>			
3,0.)	6th prox.	Hae-shin	Chinese Hankow, &c.
.....	K'loon Dock	Tungchow	British
0	29th inst.	<b>MERCHANT SAILING VESSELS.</b>	
	10-morrow	Cope City	Brit. bge.
		Orient	Ger. bge.
<b>SHANGHAI.</b>			
In port on January 10, 1890.			
<b>MERCHANT STEAMERS.</b>			
	10-morrow	Bayern	German
	10-morrow	Osas	Chinese Hankow, &c.
		Chi-yuen	Chinese
		Feilung	British
		Feiwa	British
		Fuyew	Chinese
Higo	10-morrow	Fungshun	Chinese
Shama	10-morrow	Hae-shin	Chinese
Yangkoh		Hae-shin	Chinese
.....	K'loon Dock	Hohow	British
.....	10-morrow	Hsin-cheng	British
.....	K'loon Dock	Kaisow	British
		Kiang-foo	Chinese
		Kiang-piau	Chinese
		Kiangyang	Chinese
	10-day	Kwang Lee	Chinese
		Kowshing	British
Shanghai	10-day	Kuling	British
	10-morrow	Kung-wo	British
	K'loon Dock	Ningpo	German
		Onnia	British
		Orizual	British
		Pechili	British
		Saghalien	French
		Sungkiang	British
		Taka	British
		Tamsui	British
		Talamoa	British
		Tokio Maru	Japanese
		Tuonan	Chinese
		Tungchow	British
<b>MERCHANT SAILING VESSELS.</b>			
		Earl Granville	Brit. sh.
		Gerard O. Tolly	Amer. sh.
		Karak	Brit. bge.
		Loongwha	Brit. bge.
		Rewa	Brit. bge.
		T. F. Oakes	Amer. sh.
		Willie Reed	Amer. sh.

In port of December 21, 1889.	
Where of.	
Hongkong	Abbie S. Hart Brit. sh.
Hongkong	Arcois Ex. Sm. ac.
Singapore	Arizona Brit. bge.
Singapore	Bontin San Swed. sch.
Hongkong	Daniel Barnes Amer. sh.
In reserve	Diana Amer. sch.
Hongkong	Euse Soule Amer. bge.
Shanghai	Esmeralda Brit. sch.
On a cruise	Floss P. Stafford Brit. sh.
Hongkong	John McLeod Brit. sh.
Hongkong	Nemo Brit. sch.
Hongkong	Paul Revere Amer. sh.
Magasaki	Theodor Ger. sh.
Singapore	
Hongkong	HIOGO.
On a cruise	In port on December 24, 1889.
Hongkong	Adolph Obrig Aust. bge.
Yokohama	Belle of Oregon Amer. bge.
Hongkong	East Croft Brit. sh.
Shanghai	Guy D. Goss Amer. bge.
In reserve	L. Schopp Amer. sh.
In reserve	Solitaire Amer. sh.
Hongkong	St. Nicholas Amer. sh.
Yokohama	St. Frances Am. sh.
Hongkong	Steam of Shantung Amer. sh.

MANILA.  
Dec 15 1899

Navy list. **MERCHANT STEAMERS.**  
Glenfalloch Brit. str. L'don & L'

1814 de l'Anny Span: Jan 20 1814  
 MERCHANT SAILING STEELERS.  
 America Brit: has Boston

Alex. Yeats	Brit.	sh. New York
General Domville	Brit.	sh. Boston

Mindoro	Amer.	sh.	New York
Minister of Marine Bri'	sh.	New York	

Where at.	Sachem	Amer. an. Boston
		UOHO

Nagasaki	MERCHANT SAILING VESSELS.
Nagasaki	Sylvan Brit. bqe. Manila

Haiphong  
Nagasaki

Manila  
Hongkong

Touron  
Nagasaki

In port on December 2<sup>d</sup>, 1889.  
MERCHANT STEAMERS.

Yokohama	Cape Clear	Siamese
Corea	Rainbow	Siamose

Yokohama	Andree Rickmers Ger.	sh.
Nagasaki	Aron	Norw. bge.

On a train	Aurora	Summ. Squ.
Macao	Christian	Norw. bge.
Hainhong	Crown of Scotland	Brit. sh

Corea	Foodhow	Siam.	bg.
Japan	Goliab	Siam.	sch.

Macao	Siam	Siam.	bq.
Hainhong	Sonntag	Amaz.	bq.

Nagasaki  
Yokohama

Swatow  
Nagasaki

[illegible]

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[illegible]